WASHINGTON.

Prospects of General Grani for a Renomination.

General Sickles Negotiating With the Spanish Court.

Our Claims for Damages in Cuba to be Adjudicated.

The National Union League Club and Amnesty Towards the South.

The Aspirants for the Next Presidency—Prospects of General Grant for Renomination— His Republican and Democratic Compe

The politi ians and party managers, of both the republican and democratic organizations, are earn-estly at work here shaping things for the Presiden-tial nomination of 1872. The several candidates Grant, are anxious to keep their movements as quiet as possible—first, because they are afraid their rivals may ascertain what they are about; and. second, because they do not want to trot out their candidates too early in the race. Grant's admirers make no secret of the fact that he will be a candidate before the Republican National Convention for renomination. Indeed, the President himself, it is said, is not in the habit of denying it. There was a time when no other person than Grant was mentioned as the nominee of the republican party. During the last few weeks, however, other aspirants for the Presidency in the Senate and House have begun to be mentioned by their friends. There are those among the republican Senators and members who make bold to say that they do not think Grant can be renominated, and that if he is successful n obtaining the nomination he is likely to be defeated by the democratic candidate, provided that party has the good sense to put in the field a man with a reasonably good record, on a platform which will command the confidence of the people.

the halls of Congress, in the lobbles the hotels, and wherever politicians are wont to congregate. Senator Schurz is reported as saying that Grant cannot secure the large German vote in the next campaign, Senator Sumner does not think the republican party can afferd to have Grant as a candidate, General Logan is doubtful about the republican convention renominating Grant, and lesser lights in Congress shake their heads ominously and say, "It looks blue for 1872."

On the other hand, strong party men, like Morton, Ren Butler. Henry Wilson. Chandler and Conkling think there will be no serious opposition to Grant's renomination except he should commit some serious blunders within the next twelve or fifteen ths, which they say he is not likely to With regard to his election, they seem rely to a great extent for its success upon the blunders of the democracy. An injudius nomination and an obnoxious platform on the part of the democrats, like that of 1868, will, in opinion of these sagacious politicians, enable Grant to walk over the course in 1872 with more ease than he did two years a.o. A mistake by the democrats of this sort is regarded as important for the republicans, owing to the peculiar politica complexion of the Southern States and the doubtful position of such large States as Pennsylvania

There is a third class of republican politicians who manifest a cold indifference about the renomination of Grant, and yet show no particular partiality for any other candidate. Lareful investigation shows that a present this class is by far the most numerous Fatterson, Morrill, of Vermont, Spencer, Tipton and Sherman in the Senate, and Farnsworth, Dawes, Banks, Kelsey, Scofleld and Garffeld in the House, These men are not absolutely against Grant's nomi nation, but they are not enthusiastic for it. The Southern republicans, as a class, express their preference for Senator Morton as a candidate for the Presidency in 1872. That gentleman, bowever, is too warm a friend and admirer of Grant to allow his own name to come authoritatively before the convention when General Grant will be a candidate. Besides. carry any of their own States, except, perhaps, South Carolina. Morton, however, is strong with the leading men of the party in the North and West. Were he a candidate it is conceded on all sides that he would give General Grant trouble. But it is understood that in ne event will he be come a candidate except Grant should voluntarily

Boutwell's unpopular financial policy has ruine whatever Presidential prospects he may have had. General John A. Logan, recently elected United States Senator from Illinois, is talked of as a candidate against Grant. Unlike Morton will have no scruples in allowing his name to be brought before the convention. He is not at swords points with Grant; but he evidently does not regard the President as the greatest man in the country, or even in the republican party. Logan has some ele ments of strength which the other aspirants lack. He is at the head of that semi-political organization known as the "Grand Army of the Republic." which has its ramifications in every State of the Union. If he chooses to use this he can do so with great deal of effect in sending Logan delegates to National Convention. Logan is one of the "boys," and his repeated election to the command of the Grand Army of the Republic shows that he is popular with whatever there is left of the soldier

There are mysterious whisperings about Colfax appearing upon the scene when the scramble begins for the nomination. Shrewd fellows from Inc who are familiar with Colfax, having known him from his first entrance upon public life, assert that as a politician he is full of

Ways that are dark And tricks that are vain.

These men regard his famous letter withdrawing from public life as a smart attempt to conceal his real designs. The majority, however, agree that, politically, Colfax has fallen into "the sere and yellow leaf," and that it would be hard to galvanize nim into popularity.

Grant's Flends count greatly on his being able to settle the Alabama claims, the fishery question, and to secure the acquisition of St. Domingo and one or two other West India islands before the close of his present term. Should he complete these negofiations and make this part of the policy of his administration an assured success prior to the assembling of the nominating convention it is conceded that he will be hard to defeat.

The democrats are as busy President-making as their brethren of the dominant party. They are more bothered about a candidate than the republicans, propably because they have more material from which to select. Ex-Senator Hendricks, of Indiana, has been here all winter, watching every suovement of the republicans and keeping a sharp eye on the little games in progress among the aspirants of his ewn party. Of course Hendricks is a candidate. He wishes to be considered the only candidate upon that side of the House. At the brilliant stag party given by Sam Cox, a few weeks age, in honor of Hendricks and Blair, the sagacious Sam remarked, with an air unusually impressive and solemn for him, "There are men in this who will settle the question of the next democratic nomination for the Presidency." It was noticed, however, that neither Boss Tweed nor Governor Hoffman was present. There is one fact, recognized alike by democrats and republicans, to wit:- That to succeed the next democratic Presidential candidate must be able to carry pronounced free trader, and the opinion is that the old Keystone State, with her mountains of coal and

that he would be a strong man in the West, though there are those who go so far as to questien his popularity in some of the Western States. Horman oes not seem to enter into the calculations of the at seems to be his connection with Tammany, and the fact that he is comparatively unknown in the West. Besides, it is held that the State of New York will be certain to give a large majority for the demonstrate who is nominally, and it is not considered necessary, therefore, to take a man from that State, at least to lead the ticket.

Senator Thurman, of Ohio, is spoken of, but he is of the extreme school of the democracy, and, even nominated, would not prove a strong candidate. If nominated, would not prove a strong candidate. With the more sagacious and mederate democratic politicians General Hancock is evidently the favorite for the Presidential nomination. The arguments urged in his favor are numerous and plausible. It is said he has a good record both as a soldier and as a citizen, having served all through the war against the rebellion. His nomination, it is alleged, would be a sort of guarantee to the country that, in case of election, there would be no fears of revolutionary and reactionary measures, no nullification of the election, there would be no fears of revolutionary and reactionary measures, no nullification of the w amendments to the constitution, and no as-mption of the rebel debt. What is most of all in sumption of the rebel debt. What is most of all in his favor is that it seems to be conceded that he would carry his native State of Pennsylvania—a very important consideration. The Southern demo-crats are nearly all for Hancock. Of course, the Pennsylvania men are for him against all comers, with the exception of a few superannuated politi-cians like Judge Woodward, who seems to have

Such are the views and speculations of the prominent politicians of both parties here about the Presidential candidates for 1872, together with some of the reasons put forth by the friends of the various

aspirants in favor of their nomination. Indemnity Negotiations With Spain.

Late official intelligence shows that Minister
Sickles is engaged with the Spanish government in the effort to procure a convention in accordance with instructions to secure some mode for the early and equitable indemnification and satisfaction to the several parties whose rights have been vio-lated of the amounts which should rightfully come to each claimant for the illegal detention of his property or his person in connection with events in Cuba. The Secretary of State instructed Mr. Sickies to say that this suggestion was made in the interest of peace, of justice and of good will, in order to secure a measure of damages in each case which shall be just, as between the two governthe examination conducted in this country. The Stamped Envelope Contract.

propriations have had under consideration the peti-tion of a number of stamped envelope manufacturers, who allege that the Postmaster General, in letting the contract for stamped envelopes, showed favoritism, and that stamped envelopes, snowed favoritism, and that stamped envelopes are manufactured by the government at or below cost, thereby interfering with the business of private manufacturers. The Postmaster General has addressed a letter to the chairman of the Committee on Appro-Committee on Post Offices and Post Roads on the subject, wherein he shows that the government is not engaged in manufacturing stamped envelopes, and that the contract for their manufacture was given to the lowest bidder who was able to do the work. With regard to the contract, it appears from the investigations of the committee and the letter of the Postmaster General that this city, they being the lowest bidders. They were, however, unable to fulfil the terms of the contract, whereupon it was annulled and given to the next lowest responsible bidder, George H. Reay, of New York. Dempsey & O'Toole now appear before Congress claiming \$40,000 damages. The Postmaster General, in his letter to Mr. Dawes, gives the history of the contract. It appears that it was, first of all, given to George H. Reay, of New York; afterwards, the Postmaster General says, a combination of envelope manufacturers, composed aimost en-tirely of unsuccessful bidders for the Reay contract, and directed and controlled by them, was formed, plan agreed upon and application made to Congress, through the Committee on Appropriations of the House, for the annulment of the contract. The committee decided in favor of the memorialists, whereupon the Postmaster General issued new proposals for stamped envelopes, and when the bids were opened it was found that Dempsey & O'Toole were the lowest binders, and the contract was awarded them. It having been stated that Dempsey & O'Toole were not responinquiry to be made at the several departments concerning their standing. Replies from the War and nue Bureau and the Patent Office, elicited the fact that in their dealings with those departments and bureaux Dempsey & O'Toole had falled, in almost every instance, to fulfil their contracts for station ery. In one instance it was stated that they had been investigated by the House Committee on Print ing, and the result was the passage of a resolution directing the Secretary of the Interior to annul their contract with that department. Notwithstanding this the Postmaster General allowed Dempsey & O'Toole to go on with the contract. In a short time they asked leave of the department to transfer it to another firm. This the Postmaster General, under the advice of the Attorney General, refused. It soon became apparent that the contractors could no come to time; they had neither the machinery ner the capital to fulfil their contract, and the Postmaster General issued an order cancelling it. It was subsequently awarded to George H. Reay, of New York, the next lowest responsible bidder, who is now carrying it out. With regard to the sale of stamped envelopes below cost, the Postmaster General shows that the statute provides that they "shall be seld at the cost of procuring and furnishing the same, as near as may be, with the addition of the value or denomination of the postage stamps printed or impressed thereon. He claims that this is what he has been doing, and ple, as a matter of accommodation, at wholesal prices, no matter whether they are purchased in large or in small quantities. The committee, lafter investigating the whole matter, have about come to the conclusion that the trouble with the stamped

master General be sustained. The House Committee on the Pacific Railroad will meet on Tuesday for the purpose of considering the bill to aid in the construction of the Scuthern Pacific Railroad. The Legislature of the State of Texas, which is to give most of the land-the United States not having any public land there-has passed the following resolutions, which have been presented to the House by General W. T. Clarke, and referred to

the Committee on the Pacific Railroad. They will

be considered in connection with the bill on Tues-

percentage off the sale of stamped envelopes so long

as the government selis them to the people at res

sonable rates. As for Dempsey & O'Toole, their

case will be dismissed, and the action of the Post-

be considered in connection with the bill on Tuesday:—

Whereas, it is the opinion of the Legislature of the State of Texas that the early construction of a rairoad from the eastern boundary of Texas to the Pacific ocean, on or near the thirty-second parallel of latitude, is of vital importance to the people of the United States, and especially to the people of Texas; and whereas, the government of the United States has granted liberal add to secure the construction of two lines of railway to the Pacific ocean, neither of two lines of railway to the Pacific ocean, neither of which is located in the South; and whereas, the Southern States have an equal interest with the other States in the ownership of the public domain, and no lands have jet been donated by the general government to aid in the construction of the Southern Pacific Railroad; and whereas, the construction of such a railroad would save to the Treasury of the United States the vast sum of money expended annually for the defence of the ironiters of Texas from the incursions of hostile Indians, and would save the lives and property of scores of the citizens of Texas who perish annually at the hands of these savages, and would also secure the speedy settlement of a large portion of Texas which is now almost uninhabited;

Therefore, be it resolved by the Legislature of the State is earnestly requested to pass a bill for the construction of Texas, That the Congress of the United States is earnestly requested to pass a bill for the construction of the railroad frem the eastern boundary of Texas to the Pacific Railroad.

Be it further resolved. That our Senators are instructed and our Represen at the Congress are re-

passage of a bill embracing this resolution.

Be it further resolved. That copies of this premible and resolution be for warded to the President of the dupted States, to the President of the Senate and Speaker of the House of Representatives of the Congress of the United States, and to each of the Senators and Representatives from Texas in the Congress of the United States.

The Union League—The Meeting Next Week.

The meeting of the National Executive Committee of the Union League of America in Philadelphia next week promises to be one of importance. A prominent member of it furnishes the following for pub-

nent member of it furnames the following for publication:—

The condition of the political affairs of Arkansas, Missourt, North Carolina and Flortia has called for energetic action on the part of the committee. A petition from leading colored men in North Carolina will be presented praying for the interterence of the republican party to save them from destruction. Action will be asked of the committee in behalf of members of the League who have been threatened and intimidated in the attempted exercise of their political rights in Georgia and Maryland. In the latter State the farmers have combined together and resolved to employ no one who is known to be a member of the Union League. The condition of Union men in Kenzucky is represented as deplorable in the extreme. In the Congressional district known as the "Harry Clay district" the democratic candidate was elected by less than a hundred majority, and the bad feelings engendered by such a hot contest has brought forth a disagreeable state of leeling which promises to culminate in outrage. The dread of universal amnesty in this and other Southern States is universal amnesty has not yet arrived, and that if it is attempted to pass such a measure it would render it necessary for every outspoken Union man, black or white, to leave his property and take refuge in a Northern State.

The Weather Signal Service-Forecast of

Weather Changes. The War Department has concluded to yield to the pressing demands made upon the Signal Office the daily publication of a reliable forecast of the weather for a limited period of time, and will begin the work during the present week by issuing daily from the Signal Office, Washington, a synopsis of existing weather throughout the country and the hours. This synopsis will be based upon the three daily reports now received and will be prepared by competent authority. Arrangements are now making to give them a wide and speedy circulation.

The New Loan. The Secretary of the Treasury expresses great confidence in the full success of the new loan, and is in receipt of assurances from many financial sources to the same effect. It is thought, should the favorable prospects continue, that in less than a month all classes of United States securities will have reached an enhanced value.

Preparations for the Carnival.

President Grant has formally accepted the parlor and balcony at one of the hotels, tendered him by the Committee on the Carnival for his use on the days designated for the carnival displays on Penn-

Travel Pay for Resigned Officers of the

Army.

The fitteenth section of the act of January 29, 1830, nacted that whenever an officer or soldier shall be discharged from service, except by way of punishrations or an equivalent in money for such time as shall be sufficient for him to travel from the place of discharge to the place of his residence, computing at the rate of twenty miles to a day. The war de partment and the accounting officers of the Treasury have always held that a discharge, to carry travel pay, must be on the mown of the government, and that officers who went out by resignation were not entitled to it. The Court of Claims in the case of Lieutenant J. W. Price, a resigned officer, overruled this conwhich on appeal to the Supreme Court was affirmed by an equally divided court. Comptroller Brodhead has decided that this judgment applies only to the case in which it was given, and it is understood that similar claims will be rejected as heretofore until a majority of the Supreme Court shall give judgment on the principle involved. All officers who have resigned under facts stated since the war of 1812 are affected by the ruling of this court, and it would take more than a million of dollars to liqui-

THE TENNESSEE.

No News of Her Yet-The Opinion of the President.

WASHINGTON, D. C., Feb. 12, 1871. No news has yet been received respecting the steamer Tennessee. The opinions heretoiore exespect been changed. The President having interrogated to-day on the subject said he did not expect to hear from the Tennessee until the 16th nstant, as the packet from the capital of St. Do mingo would not arrive at a telegraph point until

Interesting and Complete History of the

Tennessee.

During the time the Alabama was destroying our commerce in every part of the globe Congress appropriated money for the construction of six fast steamers. They were intended to go in search of the rebel corsair. Her destruction by the Kearsage, followed by the capture of Richmond and the downfall of the rellion, left these vessels not yet completed. The work was not, however, stopped Four were finished, commissioned and had then trials. The Idaho, Madawasca, Wampanoag and Chattanooga proved to be fast, and were put out of commission. The Ammoonoosuc and Pompa-noosuc were not commissioned, although the fermer was towed to New York, received her machinery. and, under commander William D. Whiting, wen back under her own steam, making on the passage as high as sixteen knots.

These vessels are all nearly alike, with a length on load line of 335 feet, breadth of beam 45 feet 2 inches, depth of hold 21 feet, and about 3,300 tons burden. The Tennessee, which was named at her sunch the Madawasca, is one of the six mentioned above, and was built at the New York yard, under the supervision of the able constructor B. F. Her engines are by Ericsson, and are the monitor type, with pistons working outboard, connecting with the arms of intermediate shafts which connect with the man shaft. She was originally bark rigged, with very light spars, and had eight boilers and four smoke stacks and only one deck above the water line. She was put out of commission in 1867; but being constructed in the most substantial manner-iron strapped and two-thirds live oak-the department determined to put another deck on her and fit her for sea. Mr. Delano, therefore, went to work and built her up to a doublebanked frigate, gave her spars in proportion to her hull and rigged her into a full rigged ship. This required a change in the position of her masts, and in order to let the mainmast step into the keelson a portion of the valve gearing of the engine was changed and moved further aft. Two of her boilers were taken out and in place of the four stationary smokestacks two telescopic ones were put in, so that when they are down their tops are even with the spar-deck rail. The four-bladed screw was taken off and a two bladed one, with increased pitch, put

The only bad feature in the whole ship is ner rudder. It is what is called a balance or engineer's rudder, with no sternpost, the stock of the rudder shifting into a socket in the shoe. If the vessel should take the nottom, drawing, as she does, the most water aft, her keel would strike first, and that would disable the rudder. The engines are very complicated, and were twice tested before the vessel left the yard. She has a crew of good men on board and a strong fire department, and, since removing the boilers, can carry twelve days' fuel, full steaming, against six days, as she was before

CINCINNATI AND SOUTHERN RAILROAD.

CINCINNATI, O., Feb. 12, 1871. At a large mass meeting in Newport last night resolutions were adopted asking Congress to grant a charter to the Cincinnati and Southern Railroad. The committees appointed by the Common Council, the Board of Trade and the Chamber of Commerce of Cincinnati to urge appropriate legislation for the road will leave for Washington on Tuesday.

THE NEPTUNE AGAIN.

The Black Record of This Floating Hell Made Still Blacker.

mmueltin

Six Senmen Frozen and Famishing, and Left Uncared For

The Neptune, owned by Marshall & Co., left Liverpool on Christmas Day, in charge of Captain Peabody, and, to keep the record of the ship consistent it is said he treated the crew in a most rascally man ner during the entire voyage. Three weeks ago got frozen, some of them on the hands and others on hands and feet, and while in this condition

without the slightest relief being afforded them by the officers of the ship and without being permitted the six, a Frenchman, had his hand so badly frozen that part of one finger came off. George Henry Banks, a native of Boston, where he has a wife and three children, had his hands frozen. Francis Alboy, a native of Bermuda, had both hands and both feet badly irozen. Galbert Myles, a native of Windsor, Nova Scotia, had his hands and feet frozen, and James Moore, a native of Demerara, also had his hands and feet frozen.

treatment of the former, it is said, was horrible. Twice, when Lux showed his hands to the captain,

the latter took him into the cabin and cruelly beat him. The first mate, Mayo, it is asserted, also beat Lux twice, without any other provocation than the captain had received; and the second mate, Shiel, during the entire voyage amused himself by kicking and beating the same unfortunate sallor.

The Neptune arrived here on Saturday afternon short three o'clock, but the condition of the unforabout three octook, but the conductor of the unior-tunale saliors prevented them from coming on shore. By an extraordinary effort one of them yes-tersay afternoon contrived to make his way to the Beekman street station house, where he informed Sergeant Babcox of the sufferings of his companions. The sergeant, with roundsman Rogers and some officers, at once went on board the ship and they

The sergeant, with roundsman Rogers and some officers, at once went on board the ship and they saw

A MOST FRIGHTFUL SCENE.

In a small room, unventilated and reeking with foul air, were the six saliors, moaning and crying with the intense pains they were suffering. The stench from the den was unbearable, and everything around had a most filthy aspect. The sergeant communicated with Drs. R. Amabule and Vandewater, of the Centre Street Hospital, requesting them, for humanity sake (as they were not obliged to receive such patients), to do what they could. The doctors, learning the wretened state of the poor men, lost no time in hurrying to the ship, and in less than half an hour had three of the sufferers in an ambulance and on their way to the hospital, returning as speedily as possible for the other three. The scene in the hospital room on the arrival of the patients was most pittable. Having never been supplied with a single means of relief er assistance of any kind to allay their pain—the wounds being allowed to remain raw and undressed, and a shotking evidence of how great may become

MAN'S INHUMANITY TO MAN.

But the exertions of the doctors, aided well by all the attaches of the hospital, especially by the matron, Mrs. Brown, soon brought some relief, and after the usual remedies had been applied, the poor relieb was each attempted to thank the kind-hearted people about them. Some retreshments were provided by Mrs. Brown, and then the six frozen patients were allowed to enjoy the first bit of warmth or relief after the three weeks of the intense agony.

The captain of the ship, who, it is asserted, was not only reckless of the lives of his crew, but postively inhuman in the malignancy of his treatment of them after they had got frostbitten, left the ship on Saturday evening without making any provision for the helpless men. The police are poweriess in making any congreg against him, as the cruelty was done while at sea. The medical men of the hospital, however, deem it to be their duty to

MAYE THE CASE TH

some time since a case of almost inconcervable has officers are brutes. Inconceivable heartlessness came to light about this same ship Neptune. During the voyage a woman gave birth to a child, and when the ship arrived in port she and her child were both found dead in her berth, the child having frozen. Investigation showed that the unfortunate woman died from want of proper attendance. Such atrocious neglect as this could scarcely be imagined to exist even on the high seas.

CEITUARY.

This gifted Western poetess died at her residence in East Twentieth street yesterday, at the age of fifty. She was the daughter of Robert Cary, a plain, substantial old farmer of Hamilton county, Ghio, who died only so late as February 12, 1866, the same day of the year as that upon which his gifted daughter has taken her departure. Alice was a promising poetess at eighteen, but was known only by little fugitive pieces which she flung here and there into out of the way corners of country newspapers. The Louisville Journal, we believe, was the first to call attention to the rising promise of the young poetess. Her first volume of poems was undertaken in conjunction with her younger sister Phœbe, and was heartily welcomed by the public. She next published alone a series of "Clovernook papers," prose sketches, which won decided popularity. In 1863 she published a volume of verses entitled "Lyra and other poems." In later years she wrote numerous novels, all of which were warmly received by the public. She has written very copiously, although she has long been an inaviid. She was in the habit for several years past of giving pleasant little Sunday tea parties to her literary friends at her and her sister Phœbe's cosey home in Twentieth street, and the select and exclusive literaleurs of the city usually gathered about her on these occasions. She and her sister were both believers in spiritualism. The fact is related by Horace Greeley that once they saw with their material eyes the form and figure of a little sister, standing on a house some distance away, when she was in fact sleeping very quietly in a room above thera, and that she died soon after. From this incident they took their belief in Spiritualism, professing the Swedenborgian branch of it. heartily welcomed by the public. She next pubalism, professing the Swedenborgian branch of it.
Alice Cary never married. She leaves by her
death her sister Phicebe to mourn her loss, and the
love between the two lone sisters was a strong tie
that has bound them closely together all their lives.

Death of a Veteran Telegrapher. Josiah A. Cure, well known in the telegraphic fraternity as Doctor Cure, died suddenly yesterday, at the age of sixty. Dr. Cure was one of the eldest telegraph operators in the country, having comtelegraph operators in the country, having com-menced work at the Morse instrument in 1846. He was one of the men who worked the first wire laid between New York and Washington. Since then he has been a faithful and assiduous ser-vant of the American and the Western Union Telegraph Companies. He fell dead while on duty, at ten o'clock on Sunday morning, in the general office, No. 145 Broadway, just as he was about to be relieved for the day. He had been sunfering severely from pulmonary complaints, and sudden nermorrhage of the lungs is supposed to be the cause of his death.

ANOTHER STEAMBOAT EXPLOSION.

The Mississippi Steamer Judge Wheeler Explades Above Vicksburg-Three Persons Killed and a Number Wounded.

VICESBURG, Feb. 12, 1871. The steamboat Judge Wheeler exploded her boilers and was burned and sunk at six o'clock this morning, at Bell's Landing, forty-five miles above Vicksburg. The following persons were killed:—Con Hagan, a deck hand; Thomas Welsh, deck sweep, and another person, name unknown. Wounded—Captain Nolan, seriously; Charies Storey, carpenter, slightly, and C. W. Pope, of Little Rock, badly. A very little of the cargo was saved.

THE TOWES SHICIDE.

Funeral of Shepard Stevens in Bangor-Vandalism of His Prison Companions. BANGOR, Me., Feb. 12, 1871. The funeral of the late shepard S. Stevens, who

committed suicide in the Tombs prison of New York last week, took place to-day, and was numerously

attended.

It is stated by friends of Mr. Stevens that the money which he left to pay his daughter's expenses and to enable her to have his remains taken to Bangor was stolen by some one who had access to his effects in the prison, leaving his daughter without necessary means, and obliging her to obtain assistance from friends in New York to have the body forwarded.

FIRES IN THIS CITY.

Extensive Confingration in West Fifty-uinth Street—Lose Bellmated at \$50,000. At half-past three o'clock yesterday afternoon a fire broke out in the bone grinding mill of William Menck, comprising four two-story frame buildings Nos. 615, 615, 617 and 619 West Pifty-ninth street Nos. 618, 616, 617 and 619 West Frity-min series. The fire originated in some unknown manner and before the firemen could succeed in extinguishing the flames the buildings and contents were almost entirely destroyed. The loss on stock, machinery, &c., is estimated at \$20,000, said to be fully insured. The buildings are owned by L. B. Ward damage estimated at \$30,000; insured.

In West Washington Market At half-past twelve e'clock yesterday afternoon fire occurred in the stand of Henry Brinker, in centre avenue, West Washington Market, caused by a defect in the stovepine. Damage to stock and building \$1,500. The stand of Thomas McElroy & Son, corner of Centre and Broad avenue, was also damaged to the extent of \$500; insured.

THE RAILROAD HORROR.

The Search for the Bodies-The Engine Nearly Raised Out of the River-The Charge of the Victims.

A violent northeast snow storm has prevailed at all points on the Hudson to-day, and has seriously otive which was attached to the train that met with so great a calamity at New Hamburg on Mondayinght last. By means of pumps the workmen have raised the locomotive six feet from the bot-tom of the river, and it new swings in chains. At half-past three the work of raising the loco-motive had to be abandoned till to-morrow morning, when an effort will be made to raise it ten feet ligher, so that the bodies supposed to be in the en-

The following will appear in the Poughkeepsie

To the Public.—The reports circulated that the remains of the victims of the late disaster at this place were disrespectfully treated and that he attention was paid to them by the railroad officers I am in a position to deny. I was detailed to assist and did assist in securing all of the bodies from the sleeping car, and everything was performed in the most expeditious and considerate manner possible.

New Hamburg, Feb. 12, 1871.

A. B. GOFF.

Mr. Goff is a well known and highly respectable

THE MINERS' STRIKE IN ILLINOIS.

Sr. Louis, Feb. 12, 1871. The coal operators of St. Clair and Madison counties, ill., have resolved to pay only four cents per bashel for mining ceal after te-morrow, and will close their mines until the miners accept these

SHIPPING NEWS

Almanac for New York-This Day.

Sun rises...... 6 57 | Moon rises..morn 1 35 Sun sets...... 5 32 | High water...eve 2 53 OCEAN STEAMERS.

DATE OF DEPARTURES FROM NEW YORK FOR THE MONTES OF FEBRUARY AND MARCH.

Steamer.	Bails	Destination.	Office.
Ismailia		Glasgow	17 Bowling Green
Nevada		Liverpool	29 Broadway.
Hermann		Bremen	. 68 Broad street.
Anglia	Feb 18	Glasgow	17 Bowling Green
City of Brook'n.		Liverpool	15 Broadway.
Italy		Liverpool	. 69 Broadway.
City of Limer'k.	Feb 21	Liverpool	. 15 Broadway.
Acadia	Feb 29	Glangow	. 7 Bowling Green
Colorado		Liverpool	29 Broadway.
Australia Pereire		Glasgow	. 7 Bowling Green
Wisconsin	Mar 1	Havre	. 29 Broadway.
	Mar 1		. 7 Bowling Green
Columbia	Mar 4	Glasgow	. 7 Bowhng Green
Wyoming		Liverpool	. 29 Broadway.
	manager market	The second second	NAME OF THE OWNER.

PORT OF NEW YORK, FEBRUARY 12, 1871.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS. Steamship Weser (NO), Wenke, Bremen Jan 29, with midse and 188 passengers, to Ocirichs & Co. Had strong westerly gales and high head sea nearly the whole passage.

Steamship Cortes, Nelson, New Orleans Feb 4, with midse and passengers, to H & Cromwell & Co. Detained 12 hours outside Sandy Hook by thick fog.

Steamship Hatteras, Lawrence, Norfolk and Portsmouth, with midse and passengers, to the Old Dominion Steamship Co. Steamship Pelican, Smith, Lewes, Del, with mass, to the New York and Delaware Steamship Co.

Passed Through Hell Gate. BOUND SOUTH.
Steamship Wamsutts, Fish, New Bedford for New York, with indee and passengers, to Ferguson & Wood. BOUND EAST.

Steamship Nereus. Bearse. New York for Boston. Steamship Acushnet, Rector, New York for New Bedford. At anchor off Hammond Flats:— Schr Escort (Br), from New York for Cornwallis, NS.

BELOW

Shipping Notes.

Shipping Notes.

The new iron sea-going sidewheel steamship Whitney, built by Messrs Harlan & Hollingsworth for Charles Morgan, of New York, sailed yesterday morning from Wilmington, Del, for New Orleans. Her capacity is 1,633 tons. She is the twenty-third iron steamer built by this firm for Mr Moogan. She is intended for service between Brashear City and Galveston.

on Commerce formally reporting this bill to the House is a single evening this week, and for the public good and the benefit of a large body of our citizens who have but few opportunities of obtaining a hearing in the national Legislature it is greatly to be desired that this truly beneficent law should not be passed over in the burry of a closing session.

Until recently the word "despatch" in charter parties has been without significance. Vessels under charter, where a certain number of lay days were not expressly provided for, were frequently the subject of verations and expensive delay, especially in the petroleum and West India trades. The charterers, instead of giving prompt despatch, found it profitable or convenient to detain the vessel for an unusual time both at the ports of loading and discharge, to the manifest detriment of owners or agents. With the view of obviating such delays in future the Shipowners' Association have taken the matter in hand, and at the regular monthly meeting of that body last week regulations for the guidance of owners and agents were adopted, and measures instituted to have them carried out at this port. These regulations, divested of all extrinsic matter, provide that for West India ports "despatch loading" shall mean "not exceeding ten running days from the time the vessel is in her berth, ready for cargo;" that the clause "customary despatch discharging" be henceforth discontinued, and a certain number of days be inserted—in the case of petroleum cargoes from 10 to 15 days, according to the quantity, and in the case of cargoes other than petroleum the use of the vague term despatch be discontinued. The time thus stipulated for the reception and discharge of cargoes is ample, especially in these days of steam and the telegraph, and a hipowners and agents will be derellot in duty to their own interests if they fall to cordially unite in an effort to make it an established precedent. In charterers are obliged to a powers are generally careful to charterers are obliged to a p

tonnage.

Marine Disasters.

STRAMSHIP TONAWANDA, at Philadelphia 10th inst from Savannah, reports encountered heavy adverse winds from N to NE and fog during the entire passage; met large fragments of the wreek of the steamship Keusington, sunk after collision with bark Templar.

SHIP SEMINOLE, Holmes, from San Francisco Oct 15 for New York, put into Valparaiso Dec 25, why not stated, and salled same day.

BARK WOODLAND (Br), from Montevideo for New York, which put into St Thomas injustress, salied for destination Jan 39.

Jan 30.

BRIG MONROE—On the 6th ult 1144 bags coffee (landed at Antigua ex brig Munroe, from Rio Janeiro, &c. &c.), partially damaged and condemned by survey to be sold at auction, were sold and resilized following rates:—300 bags at 40s, 800 at 44s, 300 at 54s, 64 at 55s, 100 at 58s, 50 at 52s, and 29 at 42s. The first four lois, say 955 bags, were purchased for Barbados, and exported thither, save 100 bags kept itere, and the balance was purc based for and exported to 8t Martins. The reset was put up for sale at public auction on the 20th, but was not sold, the captain refusing to take less than \$7000. Since then (previous to Jan 27) she has been purchased privately for \$500.

Bass IDA C, at Falmouth, Mass, from Port au Prince for Boston, experienced heavy weather on the coast, blew away part of sails, and a number of the crew were badly frost bitten. Botten.

Soils Lewis C Benton, at Providence from Deal's Island, jost small anchor and jibboom.

Soils Maniano, from South Amboy for Portland, with coal, sank on Raniucket bar night of 4th inst. Vessel and cargo a total loss; crew landed on the ice and were badly frozen.

SCHR JOHN STOCKHAM, Price, from Portland for New York, with lumber, ran ashore on Brown's Reef, Long Isl-and Sound, 19th inst. SCHE WM SUTTON arrived at Gloucester 9th Inst from

pletely swept in the gale of the 4th. She reports very Scitz Joz Hooken arrived at Gloucester 9th Inst, in tow of soft Finance, with loss of foremast and bulwarks. They report several other vassels on their way home with loss of cables, anchors and other damage.

cables, anchors and other damage.

SOIN R L DOWLING The sohr reported amore or rarrogs Necs was not the Esc. - as stated on the 10th first, but the British achr E L Dowling, from New York for St. John, N.B. She floated off at night on the 11th and proceeded. REVENUE CUTTER MCCULLOOK lately lost her foremast head and fore gaff by a bolt that was detective giving way, she will be immediately supplied with a new foremast, fore-topmast and gaff.

Miscellaneous. PRESENTATION TO A CAPTAIN. BOARD OF TRADE, Jan 27.—The Board of Trade have awarded a bloocular glass to Captain William Luli, of the American ship Emerald, of New York, for having picked up at sea and treated with yery great kindness the crew, 14 in all, of the British bars, Dona Anita, of London, after the wreck of their vessel on a reef off the laiand of Manignan, in the Straits of Mindore, on the 22d July last, while on her voyage to Falmouth from Manila, with sugar.

JAVA—EAST COAST OF CELEUES—NEW LIGHTSHIP,
[From the Sirsita Times, Dec 17.]
The following official notification of hitherto unknown
reefs and of a new lighthouse is translated from late Java

reefs and of a new lighthouse in the last papers:

The Rear Admiral, Commander of the Naval Forces, &c, in Netherlands India, makes known to those concerned that the commander of H N N's steambly Surinam, when cruising in Tomini Bay, east coast of Celebes, discovered the following hitherto unknow dangers:

Ist.—To the south of where Isl.—To the south of where Pulo Pate Ola bore ESE & E, Pulo Bang NW & W.

Pulo Sendirio NNE.'

a reef was seen at about a cable's length off, which is united to Pulo Fatt Ola; this reef stretches out to the E and W, is one-elighth of a mile long, and dry in some places.

2d.—A reef was seen to the North of Little Walesh, & of a mile long and bot metres broad, at a distance of from & to & of a mile from the shore. The East corner of the reef is almost parallel lengthwise with the North point of Little Walesh. It is dry in some places. It is placed on Edeling's Chart of the East Coast of Celebes, page I, in 0 12 16 S, and 12 11 E.

3d.—When the bearings were

Nof it, Push Island W. S.
Pulo Doulong B E. & E.
Pulo Doudo N to E. & E.
A sandbank with vegetation on it was seen to the north at
a distance of % of a mile, of the same size as Pulo Doudo.
The danger is placed on "Edeling"s Chart of the E Coast of
Celebes, page 1, in 0 25 30 S and 120 34 40 E.
4th. When the bearings were
Pulo Sendirle NE,
Pulo Patl Ola E. & N,
Nof it, Pulo Tappara SW to W,
Pulo Bang N & W,
a reef one-sixteenth of a mile long, 200 Dutch yards broad
and partially dry was seen in the neighborhood. It is placed
on the aforesaid chart in 0 35 10 S and 122 45 25 E.
6th.—When the bearings were
Pulo Sendirle NE & N,
Pulo Bang N W to W & W.
To the Kast of Tappara Rock, SW to 8, a reef with vegetation on it was seen in to W & W.
To the Kast of Tappara Rock, SW to 8, a reef with vegetation on it was seen in to W & W.
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To the Mast of Tappara Rock, SW to 8, a reef with vegetation on it was seen in to W & W.
To the Kast of Tappara Rock, SW to 8, a reef with vegetation on it was seen in the Morthern entrance to the
Western channel of Sourabaya, a lightship has been placed
carrying on the mast a white dioptric stationary light,
raised 8,5 Dutch yards above the seen level,
visible for 2% German geographic (10 Empith)
in planted, has a black ball at the top, the name Sourabaya
on the side, and lies in six fashoms of water during half tide,
with bearings as follows:—
The white outer bury at a distance of ½ German geographic mile & English), SE & E.
The caster point of Gunong Girte, S.
The caster point of Gunong Girte, S.
The small square mountain WSW & W.
When for or splying the light during the night the lantern
is hauled down, the gong will be struck on board the lightship and a ciear burning isintern will be hosted until the light
be hoisted again.

A letter from Capi Dowden, of bark Progress, of NB, reports her Dec 9, lat '22 S, ion 34 30 W, having seen whales only once since leaving home (Oct 19), and took 4, making 60 bbin sp oil; all well.

Bark Orray Taft, Howland, of NB, was at Dennis Island Nov 13, having taken 100 bbis sp oil since last report.

Ship Europa, Mellen, of Edgartown, is roported at sea Jan 10, all well, bound sp whaling on the line.

Ship Champion, Pease, of Edgartown, is reported at sea Dec 27, off Capo St Lucas, all wall.

Spoken.

Bark Lorraine, no date, lat 3!, lon 71 40.

Schr Clara Smith, 19 days from Surinam for New York,
Feb 7, lat 32, lon 35.

Foreign Ports. ANTIGUA, Jan 14—Arrived, schr Windward, Ellis, Fernan-dins, Fla (and salled 25th for Cuba). Sailed 25th, brig Monroe, Romondt, St Martins, in ballast see Disasters).
BREMEN, Feb 11—Arrived, schr W L Burroughs, Lowden, harleston.

BARHADOS, Jan 11—Arrived, schr F St Clair Edwards, Milton, New York (and salied 20th for St Martins); 13th, brig Runb, Wikits, Pernambuco (and salied for 12th, bright Martins); 13th, bright Martins, Coombs, New York (and remained 25th to load for —); 21st, barks James Weish, Hammond, o and was ding 25th); 13d, Reindeer, Weilington, do (and was ling 25th); 15d, Reindeer, Weilington, do (and was ling 25th); 13dbz (Br), Simmons, Bermuda; 23d, N Stowers, French, Boston. rench, Boston,
Salied 16th, schra Eveline, Pierce, Porto Rico; 12th, Flornce N Tower, Perry, Granada,
Callao, Jan I.-Arrived, ships Eliphalet Greeley, Halrow, Rico Janerio; 4th, Assyria (notabyssinia), Patten, Guarow, Rico Janerio; 4th, Assyria (notabyssinia), Patten, Guacrow. Rio Janerio; 4th, Assyria (notabyssinia), Patten, Guanape.

Rio Janerio; 4th, Assyria (notabyssinia), Patten, Guanape.

Scaland 5th, barks Rachael (Br), Traill, United States; 10th, Scottand 6ty), Roche, Havana.

Scottand 6ty, Roche, Havana.

Turcy, Mobile: 10th, Peruvian, Thompson, Savannan.

Losspo, Dec 15.—In port bark Jonic, Powers, for Boston 10, 100 HARDOS, Ja, Feb 1.—Salled (before reported in port 3d), brigs Madonna, Jordan, New York; Lucinda, Atkinson, Boston.

Boston.

3d., brigs Madonna, Jordan, New York; Lucinda, Atkinson, Hoston.

QUENNSTOWN, Feb 13—Arrived, steamship Manhattan, Forsyth, New York (Feb 1) for Liverpool (and proceeded). St THOMAS, Jan 24—Arrived, schr Casco Lodge, Pierce, Martinique; 30th, steamship Merrimack, Weir, New York (and sailed for Rio Janeiro).

Sailed 23d, brig Alex Williams (Br.), Saunders, Aguadilla to load for Newborks islamis to load for New York; 28th, schr Wilson, Turks Islands to load for New York; 28th, schr Wilson, Turks Islands to load for New York; 28th, schr Wilson, Turks Islands to load for New York; 28th, schr Wilson, Turks Islands to load for New York; 28th, brig Clara P (10bs, Parker, Cleniuegos.

BAN ANDREAS, Jan 17—10 port schr Addie Wessels, Lawson, for New York; to sail 28th.
St JOHN, NB, Feb 10—Arrived, schr Addie (Br.), Kingston, New York; 11th, bark Jennis Armstrong (Br.), Brown, do. Turks Islands, Jan 25—Passed, brig Constanting, Young, from Machias for Port au Frince, 18 days out; schr Thos Clark, Csin, from Flaiadejbhia for Triniadd.

Passed through the Frassage Jan 15, bark Lothsir (Br.), Passed through the Passage Jan 15, bark Lothair (Br), Brown, from Sydney, CB, for ——; schr J H Huddell Jr, from Boston for Trinidad.

VALPARAISO, Dec M—Arrived, ships Argony, Swift, New York; 5th, Seminole, Holues, San Francisco for New York

American Ports.

BOSTON, Feb 10—Arrived, schra B S Young, Young, Tangler; Mary E Amaden, Lavender, and Addie Walton, Eich. Galveston.

The steamer Wilhelm, the first vessel of a new line, is an nounced to sail from Bremen for Aspinwall on the 10th of March.

A measure, entitled the "Shipping Commissioners' Bill," has already passed the Senate and been favorably considered by the Heuse Committee on Commerce. The provisions of this contemplated enactment are no less admirable than necessary. They may be briefly defined as siming at a system whereby "saliors in the merchant service may be protected from frauds and abuses at sea and on shore, encouraged toward their own improvement and rendered more awailable for the service of government when needed."

Almost the only opportunity that remains for the Committee on Commerce formally reporting this bill to the House is a single evening this week, and for the public good and the benefit of a large body of our citizens who have but few opportunities of obtaining a hearing in the national Legislation in the straight of the content of the content law of the service, of the content law Saitimore.

Below.—Schr S C Tyler, from Wilmington, NC; also 2 barks and 8 brigs, all bound in.

Annaden.

Annaden.

PROVIDENCE, Feb 10—Arrived, brig M C Haskell, Daskell, PROVIDENCE, Feb 10—Arrived, brig M C Haskell, Daskell, Power Orienne; schra Lewis C Benton, Patterson, Tangler; J M Fitspatrick, Smith, Baltimore; Ella, Grinnell, do; Porto Rico, Wentwerth, Port Johnson; A D Haddell, Long, Philadelphia. Below, schr Hazelton, Chimmings, from Baltimore; sloop Oregon, Wilson, from New York.

Salled—Brig Simoda (Br), Goudy, Savannah; schra Wm Butter, Knowies, and Geo S Fogg, Smith, Deal's Island, Va; Egos Briggs, Robbins, Norfolk; Adolph Hugel, Gifford, New York. KICHMOND, Feb 10-Arrived, sohr Horatio Nichols, Dupny, New York.

SAVANNAH, Feb 8-Cleared, sehr Mary J Ward, Ward, St
Marys toload for New York.

Saile 1- Steamalip Norway (Br), Mylens, Liverpool.

12th—Arrived, steamalip Gen Barnes, Mallory, New York.

MISCELLANEOUS. ELEGANT CLUSTER CURLS, \$1 50; CHATELAINE Braids, one length of hair, \$3 50; buy from the importer; Hair Goods retailed at wholesale prices.

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